

# WILSON WILL ADDRESS CONGRESS ON HIGH FOOD COSTS

and that it would require an additional 1,200 to put one on each car.

Mr. Garrison also told the police that the B. R. T. employees only 1,000 belong to the union and that but one-half this number was conducting the strike. The police said contemptuously that it would be no task to handle that number. Early in the day the strikers resorted to violence, hurling stones and rocks at the crew who left the cars, cutting the trolley and bell ropes and doing other damage to the cars.

The auto trucks filled with strikers were stopped across the car tracks, and when the cars were necessarily halted the strikers leaped aboard and dragged the crews from them, beat them up, and after putting the cars out of commission hurried on to another point of attack.

## LIVES ENDANGERED AT SUBWAY AND "L" STATIONS.

The police were quelling disturbances at the barns while this was going on, or at some distance from the trouble. In the mean time the lives of thousands were endangered at the stations on the elevated and subways. Especially was this the case in the Fourth Avenue subway, where the strikers boarded the trains, attacked the guards and took their keys away, which left them powerless to operate the trains.

At 26th Street and Ninth Avenue and Pacific Street and Fourth Avenue the congestion was so great that the crowds not only filled the stations but massed up the stairs with a great throng on the streets, all eager to get to Manhattan. There was danger every moment of men and women being pushed off the station onto the subway tracks, and there were no policemen available to handle the congestion.

The Department of Bridges reported this afternoon that from last midnight until a clock this afternoon 163 trolley cars passed over Brooklyn Bridge during the corresponding period yesterday. In the same period 254 fewer elevated cars passed over the bridge than on the preceding day.

These figures were obtained by an electric counting device. There was no reading of the record at 5 A. M., the hour the strike went into effect, so it is impossible to determine just how greatly the schedules were cut except from the period beginning at midnight. It looks as if one-half of Brooklyn will have to walk home to-night or find some other conveyance than the cars. Coney Island, Sheepshead Bay, Bath Beach and neighboring places have been shut off from railway traffic communication with Brooklyn and New York all day. No subway, surface or elevated lines have been running from there. And to make matters worse, telephones communication was nearly impossible.

To get to Brooklyn and Manhattan from these places cost from \$1 to \$5 the passenger and as high as \$25 was paid.

There was no disorder at Coney Island, although no trains were run on the West End, Sea Beach or Brighton Beach lines. Motormen reported for work, but train crews could not be had.

"Our reports," said Commissioner Enright, "show that the situation is well in hand. The Police Department is giving every proper aid to the road. Of course we are not going to run the B. R. T., and no one would expect us to. Personally I believe there will be very little to the strike, since only about one-tenth of the men are out. That number can make trouble, but it will not be permanent trouble. The Police Department is doing all it can, and furthermore I am told the B. R. T. realizes that fact and appreciates it."

## TRAFFIC MANAGER DEMPSEY WANTS 1,000 POLICEMEN.

Traffic Manager John J. Dempsey, acting in that capacity to the administration of Receiver Garrison, said that if 1,000 policemen were put on the cars, he could operate all the lines and give the public a perfect service. Commissioner Enright, upon learning of the conditions in Brooklyn, sent an emissary to confer with Dempsey, but the result of the conference was not given out.

Mayor Hylan declared that while it would be physically impossible to meet the request of the B. R. T. for 1,000 men on every car, ample police

could live in the desert, seventy years, and still be beautiful?

You could, if you knew the secret of the old Arab's skin. He had lived on the scorching sands of the Great Desert all his seventy years—and yet hadn't a wrinkle to mar the perfect smoothness of his bronze skin.

We persuaded him to tell us his secret—and here it is, in Marjane's Wrinkle Cream. It seems like magic, but it is only the marvelous oils of the Orient in proper combination. There, no two know, have created and preserved beauty for women who back to the days of Cleopatra and before.

The old Arab's secret is yours—if you choose—and a satiny, wrinkleless skin will result. Remember, Marjane's Wrinkle Cream removes wrinkles, if you have them—or prevents their coming if you start soon enough. Don't wait. 50c and \$1.00 at your dealer. If he hasn't them, send 25c for trial tube, together with trial box of exquisite Marjane's Face Cream, to E. J. Manufacturing Co. of America, Inc., 610 West 45th Street, New York City.

Marjane's Wrinkle Cream is sold in all drug stores, and is also sold in

## POLICE CAN MAKE STRIKE FIZZLE OUT IN SHORT ORDER, SAYS COMMISSIONER NIXON

B. R. T. Receiver Garrison Insists That Less Than Ten Per Cent. of the Employees Have Quit Work.

Public Service Commissioner Lewis Nixon to-day expressed the opinion that, with proper police protection, the B. R. T. strike will soon fizzle out.

"If the police will afford the necessary protection," he said, "this thing will be all over by the time folks want to go home to-night. I am demanding from Police Commissioner Knight that this protection be immediately provided and the reply is that Inspector Murphy thinks he has the matter well in hand in Brooklyn."

Lindley M. Garrison, receiver of the B. R. T., had a conference to-day with Commissioner Nixon and he told the Commissioner that less than 10 per cent. of the employees were actually on strike. The other 90 per cent, he said, can operate the road, if the police give them half a chance.

Commissioner Nixon declared his reports showed that the men were being intimidated on all sides, their keys were taken away from them, they were threatened and cajoled, although no bodily harm had been done to them. Under such conditions, said the Commissioner, it is only

reasonable protection would be guaranteed to all.

"We are determined to preserve law and order in the strike," said the Mayor, "and we will carry out this determination without showing the slightest favoritism to either side in the controversy. Police Commissioner Enright tells me that it will be hardly possible to place a policeman on each car because the size of the police force will not permit it. However, the strikers, the company and the general public may rest assured that ample and proper police protection will be afforded. No one need have any fear that the police will not be able to cope with any situation that may arise. The police will take no side in this strike, but will simply do their full duty—the duty of preserving the peace."

Officials of the company, after a conference, decided to put up to Receiver Garrison the proposition of calling for Federal aid.

It was urged that the Federal authorities could be called upon, as the B. R. T. is now within the jurisdiction of the United States Court.

The company has received reports through its secret service men that the strikers contemplated putting the entire service out of business to-morrow unless their demands are complied with before the night is over. They propose to do this, it was said, by short-circuiting the electric wires and burning out the trolley fuses, which could be done by throwing copper wires over the trolleys and attaching an end to the rails.

## MEN PULLED OFF THE CARS AND BEATEN.

The company admitted this afternoon that a number of lines had been tied up or rendered practically useless by the tactics of the strikers. On the Fifth Avenue line only eight cars were being operated. On other lines the men were being pulled off and beaten as fast as the cars were sent out, necessitating the turning back of the cars to the barn. The Court Street line was discontinued and the West End subway was laying up its cars at Ulmer Park with the prospect of the line being discontinued.

Men were pulled off the DeKalb, Bay Ridge, Church Avenue, Beld and Gates Avenue and the Fresh Pond, resulting in the demoralization of all the roads.

Big employers of labor in Brooklyn, and these included the shipyards as well as the big stores in the heart of the city, had taken the precaution to prepare for the transportation of their employees in anticipation of the strike. They provided motor buses and trucks, which picked up the workers along various routes, cutting down the congestion on many of the lines.

While the majority of the surface cars in Brooklyn were operated in good shape during the rush hours, thousands went into the subways, fearing trouble on top. At Borough Hall, a central point for many of the trolley lines, it was very short of cars or lack of traffic during the rush hours, it failed of observation. At the Brooklyn Bridge travel seemed normal and there was no break in the stream of cars flowing in both directions.

Few men left their work or failed to report at the big car barn at 26th Street and Ninth Avenue where are housed cars of the following lines: Seventh Avenue, Ninth Avenue, Union 15th and Smith Streets, Sixteenth Avenue, Vanderbilt Avenue, Grandview Avenue and Green Point. At the car barn at 20th Street and Ninth Avenue, Charles B. Atteney, who has worked all his life for the B. R. T., and whose father was superintendent of the line in the days of the horse cars, addressed 200 men, telling them that wages and condi-

nations never had been better in the service, and asked how many were going to stay by the company. The answer, it is said, was unanimous.

From the demoralized service of the elevated, motormen were transferred to the trolley lines, 100 of them reporting at the East New York barn. The elevated trains of three and four cars on the Broadway, Myrtle Avenue, Lexington Avenue and Fulton Street lines and they were standing on the station platforms while the trains rushed by crowded to their capacity.

The jam of humanity in trains and on the platforms in the Broadway subway of the B. R. T. led to many minor accidents. Solomon Rosenblum, No. 127 Butler Avenue, Brooklyn, was pushed against a window of a car on the platform at Broadway and Canal Street and his arm was cut by broken glass. Morris Kaona of No. 190 Broadway, Brooklyn, was pushed headfirst against a window of a car and sustained lacerations of the scalp.

Hugh Frayne, general organizer for the American Federation of Labor, said this afternoon that he had no figures on the strength of the strike. Frayne declined to talk about the rumor of a strike in Manhattan, saying that P. J. Shea, of the Executive Board of the Amalgamated Association of Street and Electric Railway Employees, would have to be the spokesman.

"We have not hired a single strikebreaker and we do not intend doing so," said Traffic Manager Dempsey of the B. R. T. "Any man seeking employment must apply at our regular Employment Bureau, which is in charge of former Deputy Police Commissioner Col. Piper. We count on our old men staying with us. Former Police Inspector Edward Hughes is in charge of 700 men we have hired to guard the yards and depots of the company."

"We are prepared to house and care for our men in the barns, where we have plenty of beds and any amount of food."

There are 228 crews—452 motormen and conductors—that report at the "brownstone depot," Manhattan Avenue and Box Street, Williamsburg, where eight B. R. T. lines meet. Every man reported for duty to-day according to John J. Riley, the superintendent. Twelve of the crews voluntarily remained there all night to go out in case of emergency. One of the first men to report this morning was Michael Connors, who is seventy years old and has been a B. R. T. conductor for forty-seven years.

Another incident showing the spirit of some of the employees was reported at the Ninth Avenue depot, the headquarters of many important lines. There were 100 employees who volunteered to stay over after they finished their runs and went out in case they were needed. All of 125 cars that passed the depot had full crews.

The first call for the police came at 4 A. M. from 14th Street and Fifth Avenue, and 15th Street and Third Avenue. Thirty pickets waited each place to induce the train crews to quit and the crews became frightened and asked for help. There was no violence, however, and when the police arrived from the Fourth Avenue Station things had quieted down.

The union heads declared to-day that a strike is impending in Manhattan also. An official of the American Federation of Labor stated that operators of Interborough elevated and subway trains and surface cars in Manhattan, the Bronx and Westchester County will within a few days submit demands, the refusal of which will mean a walk out. It has no connection, however, he said, with the Brooklyn strike.

Magistrate Simpson to-day fined

## K. C. Official Honored by France, Bishop of Buffalo; Admiral Benson



J. H. FLAHERTY, BISHOP TURNER, ADMIRAL BENSON  
Honored by France, Bishop of Buffalo, and Admiral Benson.

## STRIKE DEVELOPMENTS AS TOLD BY B. R. T. IN BULLETIN FORMS

Assaults On Guards and Other Disorders Are Given to Public by the Company.

B. R. T. officials began this afternoon issuing strike bulletins. Some of them follow:

11:20 A. M.—Conductor Hunter, No. 3,024, 15th Street line, pulled off car at Third Avenue and 15th Street and badly beaten. Returned to depot.

11:45 A. M.—Third Avenue and Ninth Street crowd of about 150 holding up cars and pulling crews off same.

11:46 A. M.—Smith and Ninth Streets. Crowd holding up cars, pulling down poles, assaulting crews and preventing operation of cars. Fifteenth Street and Third Avenue, same conditions exist at this point. Operation of 15th Street line suspended. Crews are afraid to go out without police protection. Police notified.

12:05 P. M.—Supt. Hogberg of the East New York depot reports, meeting breaking up. Men raising the mischief along Broadway, pulling poles off wires, &c., and otherwise intimidating crews.

12:40 P. M.—Conductor Grummond, No. 8,064, Flatbush depot, boarded a car at Long Island depot and insulted the conductors and attempted to pull her off car. She called Inspectors Casanova, No. 14, and Tiedjen, No. 46, who had men locked up.

12:50 P. M.—Several autos at Franklin and Willoughby. Men in autos are threatening Franklin Avenue cars. Men are pulling cars into depot, awaiting police protection.

12:55—A woman guard assaulted several women guards and took their keys away from them at Pacific Street.

Samuel Kornblum, eighteen, No. 26 Lewis Street, said to be a laborer employed by the United States Government, \$10 for smashing the door of a B. R. T. subway train at the Canal Street station this morning when the guard refused to open the door.

## DON'T BELIEVE MEMBERS OF B. L. E. WILL STRIKE

Order for These Motormen to Quit Must Have Stone's Sanction, It Is Said.

Members of the Brotherhood of Locomotive Engineers on the Hudson tubes are watching the strike on the B. R. T. with interest, as many of them belonging to the organization are employed as motormen on the Brooklyn subway and elevated lines.

About a dozen of these men were interviewed, and all were unanimous in the opinion that the Brotherhood of Locomotive Engineers are men who will go back on their word and I do not believe they will join the strike.

Gov. Smith's Secretary Injured by a Fall.

SYRACUSE, N. Y., Aug. 5.—George Van Name, executive secretary to Gov. Smith, is at the Hospital of the Good Shepherd here, suffering from a severe injury to one of his ankles. He fell while alighting from a train in Grand Central Station, New York.

## GARRISON COMPLAINS STRIKERS ARE BEYOND CONTROL OF THE POLICE

Receiver of B. R. T. Says Protection Promised by Hylan Is Not Forthcoming.

RECEIVER Lindley M. Garrison complained at noon to-day that the strikers and their sympathizers are apparently beyond police control.

"The police," said Mr. Garrison, "can squelch this strike in one hour if they will give suitable protection to our men. The strike has turned out to be a matter of violence and not a strike for the adjustment of differences."

"I received this morning a letter from Mayor Hylan in answer to a communication I sent to him in which he enclosed a copy of a letter he sent to Commissioner Enright instructing the police to do everything in their power to keep down violence and intimidation. Apparently these orders have not been obeyed. I have written the Mayor another letter detailing violence and intimidation along our lines."

"Will you apply to Judge Mayer of the Federal Court for Federal protection and aid through the United States Marshal?" Mr. Garrison was asked.

"Not if the police of New York City grant us proper protection," he replied, "and I have abiding faith that they will not let the situation get out of hand."

"How long will you wait?" asked a reporter.

"How long is a piece of string?" was the reply.

Mr. Garrison said he had not employed strikebreakers and has no intention of taking that step. He said the strikers numbered about 900 out of 1,600 shopmen employed by the B. R. T. and about 800 conductors and guards. The shopmen, he said, form a majority of the members of the Amalgamated Union and most of them are foreigners. Their pay was recently increased, he said.

The attention of Receiver Garrison of the B. R. T. having been called to a report from strike headquarters that a telephone message had been received from the Brotherhood of Locomotive Engineers saying the B. R. T. motormen would join the strike, said:

"I do not believe the Brotherhood of Locomotive Engineers are men who will go back on their word and I do not believe they will join the strike."

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Merely a Fish Story.

NEW BEDFORD, Mass., Aug. 5.—One of the most profitable trips ever made by fishermen here was reported to-day when Capt. Robert Jackson, of the schooner Liberty arrived with 192 swordfish, aggregating 30,000 pounds. The catch was sold on the dock at 26 cents per pound, totalling \$5,200 for the three weeks' trip.

Britain Thanks Pech.

LONDON, Aug. 5.—The House of Commons adopted to-day, with great enthusiasm, the formal vote of thanks of the Government to Marshal Pech of France for his services to the Allied cause and to the British forces in the war.

Refuse to Call Railway Strike to Aid Police.

LONDON, Aug. 5.—The National Union of Railwaymen declined to call a general strike of its members in support of the Police Union, which ordered a strike recently over the Government's refusal to withdraw its bill affecting the police organization.

## WORLD-WIDE FOOD SITUATION AS REVEALED AT A GLANCE

England and Italy Spending Hundreds of Millions to Keep Price of Bread Down.

A WORLD-WIDE resume of the food situation, collected by cable by The United Press, to day shows the following to be the conditions in the more important countries, exclusive of the United States: GREAT BRITAIN—The government is spending \$250,000,000 a year to keep the price of bread down and twice the price of meat and sugar.

FRANCE—France's food problem is one of quantity rather than price and the government is employing every means to import sufficient supplies. The government fixes maximum prices.

CANADA—A commission has been created to handle this year's grain crop.

AUSTRALIA—Australia has a vast surplus of food and the government has difficulty in keeping prices high enough to reward production.

ITALY—Italy's bread supply alone costs the government \$400,000,000 a year.

JAPAN—Press and public are urging the government to place maximum prices on food and other necessities. While the cost of living has gone up 142 per cent. since the war began wages have risen only 63 per cent.

## PRESIDENT LEADS FIGHT IN CONGRESS TO CUT FOOD COST

(Continued from First Page.)

Co. testifying before the Senate subcommittee investigating profiteering, also suggested an excess profits tax of this nature. Such a tax, he said, would catch dealers who are profiteering in shoes at present.

Senator Johnson, South Dakota, also declared for such a remedy. "We are already limiting the bankers' profit and no one ever stops to question the authority of the Government to do this," he said.

The President has been told by Secretary Houston that experts in his department had found there is a wide gap between the prices received by the food producer and the consumer and it is not the former but the middle man who is making enormous profit.

Special legislation for the punishment of the speculator in foodstuffs will be recommended, generally speaking, provisions of the United States Defense Act will be followed in the new legislation.

Under the Food Control Act in Great Britain the Controller may make orders regulating or giving directions with respect to the production, manufacture, treatment, use, consumption, transportation, storage, distribution, supply, sale or purchase of or other dealing in any food article.

The Food Controller may require any person owning or having power to sell or dispose of any article, to place it at the disposal of the Food Controller on such terms as he may direct, compensation therefor to be fixed by arbitration. "But in determining the amount of the compensation the arbitrator shall have regard to the allowance of a reasonable profit, without necessary taking into consideration the market price of the article at the time."

The Food Controller may make an order to apply generally or to any special locality "or so as to apply to any special producer, manufacturer, dealer or person, and in such order may direct that all contracts, or any class of contracts, or any special contract affected by the order shall be abrogated or remain in force notwithstanding anything in the order."

## WAR FOOD HANDLING PLAN HERE WILL BE TOLD TO WASHINGTON BY Hylan

Mayor Hylan will to-day acquaint the Washington authorities with the manner in which the city will handle the foodstuffs to be sold here by the War Department, the city acting as the Government's agent.

The City Department of Public Markets will have general charge of the distribution. Deputy Commissioner William W. Smith will be in charge of the receiving, inspecting and checking of all foods shipped here. The Health Department will furnish inspectors to see that the contents of every car arriving are wholesome. Public schools will be the centers of distribution. Deputy Markets Commissioner William P. Mulry will have charge of these receiving centers, while Deputy Commissioner Edwin J. O'Malley will have charge of the personnel. The Police Department will furnish two policemen for each school to be used if they can be had, which will be turned over each day to the Health Department, white bookkeepers and clerks from several city departments will make records of the foodstuffs received and sent to the buying public.

Laura A. Cordell, Deputy Markets Commissioner, will be in charge of the publicity and giving all information to women's clubs and other interested organizations.

For the transfer of the food from the cars to the school houses army trucks will be used. If they can be had, if not, Gov. Smith will authorize the use of National Guard trucks.

The Department of Weights and Measures will furnish scales.

Huge Quantities of Tinned Food to Be Distributed.

COLUMBUS, O., Aug. 5.—Large quantities of tinned food now stored in the huge army reserve depot here will be shipped immediately to ten of the larger cities of the country for sale through the Post Office Department direct to consumers, according to orders received to-day from Secretary Baker.

## U. S. WARRANTS ISSUED FOR SUGAR PROFITEERS

Three Arrests Ordered for Alleged Sales at 11 Cents a Pound, Wholesale.

PITTSBURGH, Aug. 5.—Charging profiteering in the sale of sugar, Federal warrants were issued this afternoon for the arrest of three officials of the Pittsburgh branch of the Central Sugar Company, with headquarters in Chicago.

The officials named in the warrants are George P. Leinberger, office manager of the company, and George L. Dowd and L. J. Shaffer. Special Agent Edgar K. Spoor, of the Department of Justice, after two weeks' investigation, charged the company with selling sugar wholesale at fourteen cents a pound.

## GOV. SMITH ORDERS INQUIRY INTO FOOD COST IN STATE

Will Appoint a Commission to Conduct Investigation to Aid City Sales.

ALBANY, Aug. 5.—Gov. Smith this afternoon announced that he would appoint a commission to conduct an investigation of the cost of living and profiteering in this State. He asked the co-operation of all city officials.

Mayors and other officials of cities of the State conferred with the Governor to-day concerning ways and means for the municipalities to take advantage of the opportunity to obtain foods that are being sold by the War Department.

A plan of distribution was outlined by the Governor and Dr. Porter, Commissioner of Farms and Markets. Briefly this was for the cities to appoint citizens' committees to finance the purchase of the foods and to supervise the distribution. The Governor also announced that in cities where State armories are located, the trucks belonging to the National Guard would be employed in moving the foods.

The first carload of army food sent in this city was disposed of within an hour and a half to-day. Despite a driving rain long lines of people waited for the doors of the stations to open.

## GRAIN AND MEAT PRICES REBOUND IN CHICAGO

Announcement That U. S. Won't Lower Price to Be Paid for Wheat the Cause.

CHICAGO, Aug. 5.—Tremendous rebounds in all grain and provision markets took place to-day. The sole cause was the Government's decision, announced from Washington that wheat prices would be kept intact on the guaranteed basis of \$2.26 a bushel.

Butcher to buy corn swept the market for that cereal upward in the liveliest possible fashion and later prevented any material recession. Opening prices ranged from 24 to 26 cents higher, with September \$1.79 to \$1.82, and December \$1.48 to \$1.52. Provisions were sharply higher in sympathy with grain.

Crowds Bring Only \$10 A Week.

MONTREAL, Aug. 5.—The crews of a King and Queen sold for \$20, while a fleet of Venetian gondolas went for \$5 at the auction here to-day of the stage properties of the late Sir Herbert Beerbohm Tree. The principal cost of the settings was \$20,000.

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SEND in your orders by mail. They will be filled the same day they are received. Please see that your remittance covers full delivery charges. Address LOFT, 400 Broome Street, New York City.

### OUR BIG DAILY SPECIAL

For Thursday, August 7th

JUMBO SALTED PEANUTS—It's just as much an art to salt peanuts properly as it is to make candy. The tender of the average confectioner is to get them just salty. We use just enough salt to make the peanuts tasty. They are first roasted in a turn. There are our regular 44c SPECIAL FOR THURSDAY ONLY. POUND BOX 25c

Attractive Wednesday Offerings

HIGH GRADE SMOOTH ALMONDS—Another sweet in which the almond plays the leading role, and these are the choicest, plumpest and sweetest of the species, each center in a dainty shell of Purest Confectioner's Sugar and presented in seven delightful flavors. POUND BOX 44c

MILK CHOCOLATE COVERED MARASCHINO CHERRIES—The Richest, Reddest Cherries covered with luscious Juice, are each plunged in rich Fudge and lavishly covered with our World Famous Premium Milk Chocolate. POUND BOX 64c

Storm New York, Brooklyn, Newark. For exact location see telephone directory.

The specified weight includes the container.